

20060722.ba v03\_n937.bam.20060722

>From ???@??? Sat Jul 22 12:22:34 2006 -0500  
Date: Sat, 22 Jul 2006 17:21:29 GMT  
From: Old Tube Radios <boatanchors@theporch.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: BOATANCHORS digest 3937  
Message-Id: <20060722172130.6EBBF1B8246@srvr1.theporch.com>

BOATANCHORS Digest 3937

Topics covered in this issue include:

- 1) RCA AR-77 or RCAF GR-10 Receiver  
by David Hollander <n7rk@cox.net>
- 2) Re: MRCA Pictures  
by "Chris Bowne" <radiobwn@riconnect.com>
- 3) Re:data plates?  
by w8au@sssnet.com
- 4) Re:data plates?  
by "Tom Rauch" <w8ji@contesting.com>
- 5) AF-67 bias  
by wb3fau@att.net
- 6) Re: AF-67 bias  
by "Sandy W5TVW" <ebjr@i-55.com>
- 7) RE: data plates?  
by "tfrobase" <tfrobase@kitparts.com>
- 8) more mystery boatanchor photos  
by "Nick England" <n timer@3rdtech.com>
- 9) Re: more mystery boatanchor photos  
by AAFRadio <mike\_25-z@aafradio.org>
- 10) Re SCR-203  
by "phil" <signetics@netzero.com>
- 11) Re: Hallicrafters FPM-200 Transceiver  
by "James C. Garland" <4cx250b@muohio.edu>
- 12) Re: more mystery boatanchor photos  
by "Marty Reynolds' debris field" <polepeeg@aa4rm.ba-watch.org>
- 13) tnx fer BA mystery help  
by "Nick England" <n timer@3rdtech.com>
- 14) FREE! 400 Cycle MG set  
by W7QH0@aol.com
- 15) Re: FREE! 400 Cycle MG set  
by "Chris Bowne" <radiobwn@riconnect.com>
- 16) =?ISO-8859-1?Q?Re:=20FREE!=A0=20400=20Cycle=20MG=20set?=  
by W7QH0@aol.com
- 17) Re: FREE! 400 Cycle MG set  
by "Marty Reynolds' debris field" <polepeeg@aa4rm.ba-watch.org>
- 18) Collins Control Head Needed.

- by "B. Smith" <smithab11@comcast.net>
- 19) Drake 2-B Service CD  
by Garey Barrell <k4oah@mindspring.com>
- 20) AN /UYK-3  
by Jerry Proc <jerry7proc@yahoo.com>
- 21) TV-7 Variants  
by "David Stinson" <arc5@ix.netcom.com>
- 22) Re: TV-7 Variants  
by Edward Knobloch <k4pf@juno.com>

-----  
Message-ID: <44BC1EA3.3030702@cox.net>  
Date: Mon, 17 Jul 2006 16:34:59 -0700  
From: David Hollander <n7rk@cox.net>  
MIME-Version: 1.0  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: RCA AR-77 or RCAF GR-10 Receiver  
Content-Type: text/plain; charset=us-ascii; format=flowed  
Content-Transfer-Encoding: 7bit

Picked up a pathetic looking receiver which I though was an AR-77 at last weekend's hamfest. Turns out to be an RCAF Type GR-10 which appears to be the same radio. The label under the hood says that it is a GR-10 built at an RCA plant in Montreal. Despite looks, the radio works quite well after I brought it up on a variac and I am going to restore it. This receiver is not a hernia generator like the big brother AR-88.

The issues. The cabinet has been painted. I have no idea as to what the correct color might be. The photos I have found show a two tone gray with chrome strip dividers and one with strips that go partially across the front. Mine has no strips of any kind an no holes indicating that they were once there. Anybody know the color of this radio? My radio looks like the top one in this photo without the trim strips.

[http://www.w9wze.org/Equipment/Photos/Z0ther/rca\\_ar-77.jpg](http://www.w9wze.org/Equipment/Photos/Z0ther/rca_ar-77.jpg)

Here is the two tone version:

<http://www.radiomilitari.com/ar77.html>

Bigger issue. The S-Meter and the RCA logo that goes right below the s-meter is missing.

I am probably dreaming but does any one have a parts unit? I need the logo and the s-meter. Other than those two parts, the radio is complete and playing. Does anyone know what kind of movement this meter is? The manual I downloaded just say "s-meter" in the parts list.

Anyone have either of these receivers and have any interesting comments?

I have several 1930's RCA communications/ham receivers and they are all very well built and good performers for their time. My understanding is that they were not that popular as RCA with their licensing at that time was like Microsoft is today and many simply avoided RCA for that reason.

Thanks in advance for any comments or assistance.

Thanks,

Dave N7RK

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\*\*\*\*\*

Dave N7RK                      Boatanchors Home Page: <http://members.cox.net/n7rk>  
Phoenix, Arizona                \*DXCC Honor Roll\*        \*WAZ#22 - 75 Meter SSB\*

ex-XE2/N7RK, N7RK/ZB2, VK2ERK, ZM0AJN, WB6NRK, WN6IWX

Boatanchor and Antique Radio Collector

-----  
Date: Mon, 17 Jul 2006 19:51:06 -0500

Message-Id: <200607171951.AA426639504@ricconnect.com>

Mime-Version: 1.0

Content-Type: text/plain; charset=us-ascii

From: "Chris Bowne" <radiobwn@ricconnect.com>

To: Old Tube Radios <boatanchors@theporch.com>

CC: "B. Smith" <smithab11@comcast.net>

Subject: Re: MRCA Pictures

Great pictures Breck! That's not my Chinese portable GRC-9 knockoff you credit to me in two shots though. Don't recall who had it there, maybe Ted?

73, Chris, AJ1G

Stonington, CT

-----  
Message-Id: <7.0.1.0.0.20060717224910.02c62eb0@sssnnet.com>

Date: Mon, 17 Jul 2006 22:59:44 -0400

To: Old Tube Radios <boatanchors@theporch.com>

From: w8au@sssnnet.com

Subject: Re:data plates?

Cc: milsurplus@mailman.qth.net

Mime-Version: 1.0

Content-Type: text/plain; charset="us-ascii"; format=flowed

At 03:12 PM 7/17/06, W7QH0@aol.com wrote:

>Am sure this has been speculated on before but just what is this

>penchant for removing name plates?

>Can't tell you how many stripped boatanchors I've had/seen over the years.

>Are there guys out there whose "thing" is collecting these?

I offer one explanation.. there are probably others.

As a kid buying surplus for use on the ham bands, I thought the name plates messed up the cosmetics of these rigs I was modifying for use. After all, I certainly did NOT drive a stock '50 chevy around the high school, laying rubber and showing off... I had "spinners" on the hub caps, took off the hood ornament, lowered the rear springs....

Having our wheels look the same as the next guy?? Never. ;-)

Maybe these "altered" surplus units are showing up after 50 years??

(to my consternation, too! Wouldn't it be great if we all were mature enuff to see what we would be doing in the future?) :-)

Perry w8au

-----  
Message-ID: <004c01c6aa59\$ce8594f0\$640fa8c0@radiatoroom>

From: "Tom Rauch" <w8ji@contesting.com>

To: Old Tube Radios <boatanchors@theporch.com>

Cc: <milsurplus@mailman.qth.net>

Subject: Re:data plates?

Date: Tue, 18 Jul 2006 07:03:23 -0400

MIME-Version: 1.0

Content-Type: text/plain;

format=flowed;

charset="iso-8859-1";

reply-type=response

Content-Transfer-Encoding: 7bit

>>Can't tell you how many stripped boatanchors I've had/seen

>>over the years.

>>Are there guys out there whose "thing" is collecting

>>these?

>

> I offer one explanation.. there are probably others.

>

> As a kid buying surplus for use on the ham bands, I

> thought the name plates messed up the cosmetics of these

> rigs I was modifying for use.

> After all, I certainly did NOT drive a stock '50 chevy  
> around the high school, laying rubber and showing off... I  
> had "spinners" on the hub caps, took off the hood  
> ornament, lowered the rear springs....

I always thought it was because they were "liberated", and  
the person who set them free didn't want to get caught with  
any serial numbers or name tags.

-----  
From: wb3fau@att.net  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: AF-67 bias  
Date: Tue, 18 Jul 2006 16:15:52 +0000  
Message-Id:  
<071820061615.1325.44BD0938000087770000052D21602807489A0E00CC0D99@att.net>

Theres a real quick and easy way to get your 22.5v bias- all you, need to do  
is install  
2 new 9vdc batteries in place of the 22.5. Two new 9 volters will actually get  
you about  
19volts. Yes, its a bit shy of the 22.5, but it works- cheap too. Russ.

-----  
Message-ID: <011001c6aab0\$a7e66ca0\$6da1cdd1@s0023531634>  
From: "Sandy W5TVW" <ebjr@i-55.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: AF-67 bias  
Date: Tue, 18 Jul 2006 16:25:12 -0500  
MIME-Version: 1.0  
Content-Type: text/plain;  
charset="Windows-1252"  
Content-Transfer-Encoding: 7bit

On the AF-67 I used to have, I used three 9v. USED transistor radio batteries  
in series. WELL USED. Three usually supply less than 27 volts, most of the time  
about 22-24 volts.  
Since NO current is drawn from the batteries, they work just fine. If you have  
kids, or kids in the  
neighborhood, it's EASY to get three used batteries!

73,  
Sandy W5TVW  
----- Original Message -----  
From: <wb3fau@att.net>  
To: "Old Tube Radios" <boatanchors@theporch.com>  
Sent: Tuesday, July 18, 2006 11:15 AM

Subject: AF-67 bias

| Theres a real quick and easy way to get your 22.5v bias- all you, need to do  
| is install  
| 2 new 9vdc batteries in place of the 22.5. Two new 9 volters will actually get  
| you about  
| 19volts. Yes, its a bit shy of the 22.5, but it works- cheap too. Russ.  
|  
|  
|  
| --  
| No virus found in this incoming message.  
| Checked by AVG Free Edition.  
| Version: 7.1.394 / Virus Database: 268.10.1/390 - Release Date: 7/17/2006  
|  
|

-----  
From: "tfrobase" <tfrobase@kitparts.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: RE: data plates?  
Date: Tue, 18 Jul 2006 18:25:28 -0500  
Message-ID: <00e901c6aac1\$7919c5a0\$0c01010a@kitparts.com>  
MIME-Version: 1.0  
Content-Type: text/plain;  
charset="us-ascii"  
Content-Transfer-Encoding: 7bit

That would be my vote! A lot of the stuff walked out the back gate! tom,  
N3LLL

-----Original Message-----  
From: owner-boatanchors@theporch.com [mailto:owner-boatanchors@theporch.com]  
On Behalf Of Tom Rauch  
Sent: Tuesday, July 18, 2006 6:03 AM  
To: Old Tube Radios  
Cc: milsurplus@mailman.qth.net  
Subject: Re:data plates?

>>Can't tell you how many stripped boatanchors I've had/seen over the  
>>years.  
>>Are there guys out there whose "thing" is collecting these?  
>  
> I offer one explanation.. there are probably others.  
>  
> As a kid buying surplus for use on the ham bands, I thought the name  
> plates messed up the cosmetics of these rigs I was modifying for use.

> After all, I certainly did NOT drive a stock '50 chevy around the high  
> school, laying rubber and showing off... I had "spinners" on the hub  
> caps, took off the hood ornament, lowered the rear springs....

I always thought it was because they were "liberated", and the person who set them free didn't want to get caught with any serial numbers or name tags.

-----  
Date: Wed, 19 Jul 2006 11:52:27 -0400  
From: "Nick England" <nick@3rdtech.com>  
Subject: more mystery boatanchor photos  
To: Old Tube Radios <boatanchors@theporch.com>  
Message-id: <014f01c6ab4b\$55d001b0\$ed0212ac@Heathkit2>  
MIME-version: 1.0  
Content-type: text/plain; charset=us-ascii  
Content-transfer-encoding: 7bit

I have added photos of the interior of the mystery "flying boatanchor" I asked about last week.  
<http://www.virhistory.com/ham/dfphoto/df.htm>

I can't believe someone can't identify this and provide info. (What say AA4RM?!)  
The owner (daveb@ihr.mrc.ac.uk) is the UK but says it looks like US gear to him. Appears WW II vintage - is it really a DF or something else?

Me, I can tell the difference between a DX-100 and DX-100B at 150 paces, but beyond recognizing a BC-348 if you dropped one on my toes, don't know much of nuthin' about WW II gear.

73 & Have Fun,  
Nick KD4CPL

-----  
Message-ID: <44BE6579.6000203@aafradio.org>  
Date: Wed, 19 Jul 2006 13:01:45 -0400  
From: AAFRadio <mike\_25-z@aafradio.org>  
MIME-Version: 1.0  
To: Old Tube Radios <boatanchors@theporch.com>  
CC: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: more mystery boatanchor photos  
Content-Type: text/plain; charset=ISO-8859-1; format=flowed  
Content-Transfer-Encoding: 7bit

Looks like a much abused BC-433 to me. Lotta ham hacking inside, but

that's what it resembles most. Compare at  
<http://website.lineone.net/~norman.groom/SCR269.htm> for example.

73,  
Mike

Nick England wrote:

>I have added photos of the interior of the mystery "flying boatanchor" I  
>asked about last week.  
><http://www.virhistory.com/ham/dfphoto/df.htm>  
>  
>I can't believe someone can't identify this and provide info. (What say  
>AA4RM?!)  
>The owner (daveb@ihr.mrc.ac.uk) is the UK but says it looks like US gear to  
>him. Appears WW II vintage - is it really a DF or something else?  
>  
>Me, I can tell the difference between a DX-100 and DX-100B at 150 paces, but  
>beyond recognizing a BC-348 if you dropped one on my toes, don't know much  
>of nuthin' about WW II gear.  
>  
>73 & Have Fun,  
>Nick KD4CPL  
>  
>  
>  
>  
>  
>  
>

-----  
Message-ID: <004b01c6ab79\$21b5e880\$0cc3f904@g0c4c2>  
From: "phil" <signetics@netzero.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re SCR-203  
Date: Wed, 19 Jul 2006 17:20:11 -0400  
MIME-Version: 1.0  
Content-Type: text/plain;  
charset="iso-8859-1"  
Content-Transfer-Encoding: 7bit

. The receiver part of this set, is the only USArmy receiver that I know of  
to use a neutralized triode rf stage. Actually two or three of them. The  
only other set that I know of to use a neutralized triode rf stage is the  
German Spez. 445b Bs  
Anyone know of any others ?  
Phil



-----  
Message-Id: <7.0.1.0.2.20060720064028.021e9c38@muohio.edu>  
Date: Thu, 20 Jul 2006 06:54:48 -0600  
To: Old Tube Radios <boatanchors@theporch.com>  
From: "James C. Garland" <4cx250b@muohio.edu>  
Subject: Re: Hallicrafters FPM-200 Transceiver  
Cc: boatanchors <boatanchors@theporch.com>  
Mime-Version: 1.0  
Content-Type: text/plain; charset="us-ascii"; format=flowed

Hi John,  
Many thanks for your nice note on your FPM-200. I agree completely with your assessment of the rig. Although the PTO stability is outstanding, the receiver is extremely susceptible to overload. The rig seems quite quirky, probably because Hallicrafters didn't make enough of them to justify working out all the bugs. Still, considering it is a 1958 design, and that the designers were limited to low-performance germanium transistors, the rig was certainly state of the art for its day.

II've never done any work on mine, other than to clean the switches and pots. It has only a minor problem, which is a sidetone oscillator that takes about an hour to reach full output and is also chirpy when keyed. Since the sidetone is used to generate CW, that means my CW output is initially low. One of these days, I'll fix the problem. I usually pull my FPM200 off the shelf and put in on the air about twice a year -- usually during "Classic Exchange." I acquired my radio from its original owner, who won it in a 1959 Why-I-Like-Hallicrafters contest. It was essentially unused, in its original boxes, and with all accessories. Don't know its value, but it is surely the most valuable radio in my collection.

As you may know, I keep a registry of current FPM-200 owners. If you don't mind, I'd appreciate knowing the buyer of your radio, so I could email him about adding his name to my collection. Tnx again for writing. I'll fwd your msg to the "Boatanchors" List, since most existing FPM-200s are owned by collectors on the List.

73,  
Jim Garland W8ZR

At 10:35 PM 7/18/2006, you wrote:

>Hi,  
>

>My name is John Abercrombie and my call is WB6DAX. I owned an  
>FPM-200 for about 15 years before selling it to a ham in Santa  
>Barbara. I purchased it from Chuck Dachis in very poor working

>condition and put about 100 hours of bench time into it to restore  
>it to proper operation. I had the mobile mount, power supply/ speaker  
>too. The physical condition was very good and I was impressed with  
>the .125' thick glass epoxy boards and the ball chain drives. I  
>wasn't impressed with the single conversion design and the transmit  
>noise from the switching transistors and chopper driven A/C fan.  
>Certainly not a pleasure to operate but a novelty to own. The PT0's  
>were stable and I wonder why Hallicrafters didn't revisit this  
>design concept in their tube radio's of the next two decades. I  
>still like their tube equipment (wish I hadn't sold my SX-115) but  
>have a perfect condition 101A and HT-32A I still use on 75 meters  
>alternating with my Signal-One CX7A/B and an SR-150 and some modern  
>equipment. I have the original manual for the FPM-200, I hope the  
>Ham I sold it to enjoyed operating it occasionally, I had my fun  
>restoring it to operable condition. As a note I paid \$ \$1000.00 for  
>the one I purchased from Chuck in 1982.

>  
>73,  
>  
>John

\*\*\*\*\*  
W8ZR Amateur Radio Website: [www.w8zr.net](http://www.w8zr.net)  
\*\*\*\*\*

-----  
Message-ID: <49391.24.99.47.18.1153401722.squirrel@fracas.netboobie.org>  
Date: Thu, 20 Jul 2006 09:22:02 -0400 (EDT)  
Subject: Re: more mystery boatanchor photos  
From: "Marty Reynolds' debris field" <polepeeeg@aaa4rm.ba-watch.org>  
To: Old Tube Radios <boatanchors@theporch.com>  
Cc: "Old Tube Radios" <boatanchors@theporch.com>  
MIME-Version: 1.0  
Content-Type: text/plain; charset=iso-8859-1  
Content-Transfer-Encoding: 8bit

Nick I just looked @ the rx inside view. 5 rf coil boxes on left are

- 2 x rf
- 1 x mixer-in
- 1 x LO
- 1 x 90-deg sense-ant phase shifter (for single null)

I think Mike's reference right re BC-433 stab. Note capped tubes in left sub-chassis  
& single-ended tubes in right sub-chassis. Two long-gone jobs are the 2050 loop motor

drivers

Mike's referred web site shows the SCR-269 remote who's "s-meter" sez  
"tune for max."

Which might beg the question, "who's he?"

-----  
Date: Thu, 20 Jul 2006 10:07:50 -0400  
From: "Nick England" <nick@3rdtech.com>  
Subject: tnx fer BA mystery help  
To: Old Tube Radios <boatanchors@theporch.com>  
Message-id: <011401c6ac05\$e3389cf0\$ed0212ac@Heathkit2>  
MIME-version: 1.0  
Content-type: text/plain; charset=US-ASCII  
Content-transfer-encoding: 7bit

Ya just gotta love the internet and the BA list in particular!  
A guy in the UK picks up a WWII DF unit, contacts me in NC, gets answers  
from around the US, and gets referred to another fellow in the UK who has  
recreated a Lancaster bomber in his back yard, complete with said BC-433 DF  
unit.

Way Cool!!!

73 & Have Fun,

Nick KD4CPL

-----  
From: W7QH0@aol.com  
Message-ID: <bc4.45fb22.31f14891@aol.com>  
Date: Thu, 20 Jul 2006 16:58:57 EDT  
Subject: FREE! 400 Cycle MG set  
To: Old Tube Radios <boatanchors@theporch.com>  
MIME-Version: 1.0  
Content-Type: multipart/alternative; boundary="part1\_bc4.45fb22.31f14891\_boundary"

--part1\_bc4.45fb22.31f14891\_boundary  
Content-Type: text/plain; charset="US-ASCII"  
Content-Transfer-Encoding: 7bit

Ex USN unit. One HP 115v. 60 Hz drive motor, and the generator side is  
rated at 600 watts, 115 volts @ 400 Hz. Came up with a pair of these from an  
estate in the Valley a couple of years ago. I use one with my PRC-47. The  
other unit worked initially and then lost output. Don't know what the problem  
is but don't think it's serious. I checked the windings in the generator  
and all were OK but I didn't pursue the problem further because I had the second  
unit. Motor runs FB.

Anyway, it's free for the hauling. Weighs about 150 lbs. Will deliver in LA area. ON IT'S WAY TO THE LANDFILL SHORTLY IF NO TAKERS.

Dennis D. W7QHO  
Glendale, CA  
818-240-7907

--part1\_bc4.45fb22.31f14891\_boundary  
Content-Type: text/plain; charset=us-ascii  
Content-Transfer-Encoding: 7bit

```
* * * * *
*      ---REMAINDER OF MESSAGE TRUNCATED---      *
*      This post contains a forbidden message format      *
*      (such as an attached file, a v-card, HTML formatting) *
*      Mail Lists at theporch.com only accept PLAIN TEXT      *
*      If your postings display this message your mail program *
*      is not set to send PLAIN TEXT ONLY and needs adjusting *
* * * * *
```

--part1\_bc4.45fb22.31f14891\_boundary--

-----  
Date: Thu, 20 Jul 2006 16:32:15 -0500  
Message-Id: <200607201632.AA629735616@ricconnect.com>  
Mime-Version: 1.0  
Content-Type: text/plain; charset=us-ascii  
From: "Chris Bowne" <radiobwn@ricconnect.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: FREE! 400 Cycle MG set

If you were still here on the East Coast I would drive on down to MD for those babys! Would be fun little units to play around with.

73, Chris, AJ1G

----- Original Message -----  
From: W7QHO@aol.com  
Reply-To: W7QHO@aol.com  
Date: Thu, 20 Jul 2006 16:58:57 EDT

>

>Ex USN unit. One HP 115v. 60 Hz drive motor, and the generator side is  
>rated at 600 watts, 115 volts @ 400 Hz. Came up with a pair of these from an  
>estate in the Valley a couple of years ago. I use one with my PRC-47. The  
>other unit worked initially and then lost output. Don't know what the problem  
>is but don't think it's serious. I checked the windings in the generator

>and all were OK but I didn't pursue the problem further because I had the second  
>unit. Motor runs FB.

>

>Anyway, it's free for the hauling. Weighs about 150 lbs. Will deliver in  
>LA area. ON IT'S WAY TO THE LANDFILL SHORTLY IF NO TAKERS.

>

>Dennis D. W7QH0

>Glendale, CA

>818-240-7907

>

>\* \* \* \* \*  
>\* \* \* \* \*

>\* ---REMAINDER OF MESSAGE TRUNCATED--- \*

>\* This post contains a forbidden message format \*

>\* (such as an attached file, a v-card, HTML formatting) \*

>\* Mail Lists at theporch.com only accept PLAIN TEXT \*

>\* If your postings display this message your mail program \*

>\* is not set to send PLAIN TEXT ONLY and needs adjusting \*

>\* \* \* \* \*  
>\* \* \* \* \*

>

>

-----  
From: W7QH0@aol.com

Message-ID: <55b.33d9c5c.31f1a147@aol.com>

Date: Thu, 20 Jul 2006 23:17:27 EDT

Subject: =?ISO-8859-1?Q?Re:=20FREE!=A0=20400=20Cycle=20MG=20set?=

To: Old Tube Radios <boatanchors@theporch.com>

MIME-Version: 1.0

Content-Type: multipart/alternative;

boundary="part1\_55b.33d9c5c.31f1a147\_boundary"

--part1\_55b.33d9c5c.31f1a147\_boundary

Content-Type: text/plain; charset="US-ASCII"

Content-Transfer-Encoding: 7bit

Got it working. Offer still holds.

Dennis D. W7QH0

Glendale, CA

--part1\_55b.33d9c5c.31f1a147\_boundary

Content-Type: text/plain; charset=us-ascii

Content-Transfer-Encoding: 7bit

\* \* \* \* \*  
\* \* \* \* \*

\* ---REMAINDER OF MESSAGE TRUNCATED--- \*

\* This post contains a forbidden message format \*  
\* (such as an attached file, a v-card, HTML formatting) \*  
\* Mail Lists at theporch.com only accept PLAIN TEXT \*  
\* If your postings display this message your mail program \*  
\* is not set to send PLAIN TEXT ONLY and needs adjusting \*  
\* \* \* \* \*

--part1\_55b.33d9c5c.31f1a147\_boundary--

-----  
Message-ID: <58921.24.99.47.18.1153480007.squirrel@fracas.netboobie.org>  
Date: Fri, 21 Jul 2006 07:06:47 -0400 (EDT)  
Subject: Re: FREE! 400 Cycle MG set  
From: "Marty Reynolds' debris field" <polepeeg@aa4rm.ba-watch.org>  
To: Old Tube Radios <boatanchors@theporch.com>  
Cc: boatanchors@theporch.com  
MIME-Version: 1.0  
Content-Type: text/plain; charset=iso-8859-1  
Content-Transfer-Encoding: 8bit

>got it working / offer still holds

good man!!

stuck slip-ring brush?

I use one just to light 6 371A rectifiers in a p-s used with a huge  
shipboard radar.

Talk about wierd science. When operating the howl sounds like the bionic  
woman's  
hair dryer & the light... well if you're not blinded by it, you'd swear  
you were  
in Dr. Edmund Brown's lab. Or Silas McPhee's in Cupertino ca 1986.

-----  
Message-ID: <000b01c6ad05\$a7dd2e90\$3b19c847@HAL1000>  
From: "B. Smith" <smithab11@comcast.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Collins Control Head Needed.  
Date: Fri, 21 Jul 2006 16:38:40 -0400  
MIME-Version: 1.0  
Content-Type: text/plain;  
format=flowed;  
charset="Windows-1252";  
reply-type=original  
Content-Transfer-Encoding: 7bit

Anyone have a Collins 614C or D or any 614 series control head? it is for the 618S1-4 transceiver.

Ray Fantini KA3EKH

-----  
Message-ID: <44C148D5.5030108@mindspring.com>

Date: Fri, 21 Jul 2006 17:36:21 -0400

From: Garey Barrell <k4oah@mindspring.com>

MIME-Version: 1.0

To: Old Tube Radios <boatanchors@theporch.com>

Subject: Drake 2-B Service CD

Content-Type: text/plain; charset=windows-1252; format=flowed

Content-Transfer-Encoding: 8bit

#### Drake 2-B Service Information

This is NOT just a scan of the Drake original manual!! (Although a CLEAR, Hi Res scan IS included!!)

Also included is information not available anywhere else.

1. Complete part list showing all resistors, capacitors and semiconductors keyed to full color, high resolution photos, showing their location on the PC board or chassis. A total of 5 pages in PDF.
2. Full color, high resolution photos of the chassis and each PC board with each part identified. Sized to print on 8.5" x 11" pages, or may be enlarged on screen for a closer look. A total of 18 photos in PDF.
3. Never before published schematic and other information about the Passband Tuner.
4. Data based on Version 531626290 or [05/31/62 s/n 6290 +]. Photos are of a 10000 series unit which agrees completely with the 6290 schematic. Full size (11" x 17") scans of schematics for the 2-A and earlier 2-B versions included.
6. High resolution scans of original manual for the 2-B with CLEAR chassis photos. A total of 38 pages in PDF.
7. Miscellaneous additional files, errata sheets, modifications and alignment pages. A total of 32 pages in PDF.

All documents in PDF and readable on most platforms, (including MAC and LINUX,) with appropriate FREE reader available from Adobe Systems.

Sample pages and full ordering information may be seen at <[www.k4oah.com](http://www.k4oah.com)>

The CD is available for \$18 postpaid to US and Canadian addresses only. Additional postage charges for non-US/Canada delivery. Inquire. Cash, Check, MO or PayPal OK.. PayPal to k4oah@mindspring.com.

Email to <Drake4@mindspring.com> for more information.

Yes, the B & C Line versions are still available as well.

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73, Garey - K40AH  
Atlanta

Drake 2-B, 4-B & C-Line Service CDs  
<<http://www.k4oah.com>>

-----  
Message-ID: <20060722155602.20695.qmail@web34614.mail.mud.yahoo.com>  
Date: Sat, 22 Jul 2006 08:56:02 -0700 (PDT)  
From: Jerry Proc <jerry7proc@yahoo.com>  
Subject: AN /UYK-3  
To: Old Tube Radios <boatanchors@theporch.com>  
MIME-Version: 1.0  
Content-Type: text/plain; charset=iso-8859-1  
Content-Transfer-Encoding: 8bit

Hello Everyone,

My research has revealed that a AN/UYK-3 computer was used at one of Canada's SIGINT stations. Does anyone have a photo or any info on this device?

Since this computer does not employ components which glow in the dark, please reply privately. :-)

--

Regards,  
Jerry Proc  
E-mail: jerry7proc@yahoo.com

-----  
Do You Yahoo!?  
Tired of spam? Yahoo! Mail has the best spam protection around  
<http://mail.yahoo.com>  
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Message-ID: <000c01c6adac\$075aa900\$6a0d9845@262u1>  
From: "David Stinson" <arc5@ix.netcom.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: TV-7 Variants  
Date: Sat, 22 Jul 2006 11:29:36 -0500  
MIME-Version: 1.0  
Content-Type: text/plain;  
        charset="Windows-1252"  
Content-Transfer-Encoding: 7bit

Is there any particular reason a person would want to  
keep a TV-7 "D" variant over one of the earlier ones?  
Thanks.

-----  
To: Old Tube Radios <boatanchors@theporch.com>  
Cc: boatanchors@theporch.com  
Date: Sat, 22 Jul 2006 13:19:24 -0400  
Subject: Re: TV-7 Variants  
Message-ID: <20060722.131924.496.0.k4pf@juno.com>  
MIME-Version: 1.0  
Content-Type: text/plain; charset=us-ascii  
Content-Transfer-Encoding: 7bit  
From: Edward Knobloch <k4pf@juno.com>

Hi,

The TV-7D/U has some more ferrite beads at the tube sockets,  
to reduce the risk of oscillation while the tube is tested.

I never noticed any trouble with my old TV-7B/U in this regard,  
except when testing a 6000 tube (octal-based power tetrode).  
As I put my hand near the tube  
envelope, the meter deflection would shift.

The TV-7D/U has an additional transconductance range  
for testing high gm tubes. I don't see the need for this,  
as my TV-7B/U can test Amperex type 7788 tubes,  
which is probably the gold standard. Perhaps the govt. was expecting  
the need to test super-high gm tubes in the future, which never emerged.

If you have both a TV7-B/U and a D/U, I would just keep the one  
in better condition.

73,  
Ed Knobloch

On Sat, 22 Jul 2006 "David Stinson" <arc5@ix.netcom.com> writes:  
> Is there any particular reason a person would want to  
> keep a TV-7 "D" variant over one of the earlier ones?  
> Thanks.

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End of BOATANCHORS Digest 3937  
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